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## Avion 1981-02-04

Embry-Riddle Aeronautical University

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# the avion

the award-winning newspaper of college aviation

embry-riddle aeronautical university  
daytona beach, florida

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## Questions abound at first Forum of trimester

By Cathy Babi, Avion Staff Reporter

The first administration-student forum of the Spring trimester was sponsored by the Student Government Association at noon in the University Center, last Wednesday, January 28th. The questions focused mainly on scheduling and registration, finances, and the integration of the Piper Seminoles into the flight courses.

Most of the questions were answered by Charles Williams, Dean of Academic Affairs, and Robert Rockett, Dean of Student Affairs. A synopsis of the questions and answers follows.

### QUESTION:

What is the "Master Plan" and where can students see it?

ANSWER: Williams said he would post a current copy of the master plan (a picture) in "A" building near his office. The ground will be broken next month for the new service park that is scheduled to be completed by September or October of this year. The next priority is the construction of an ROTC building. Plans also call for a new library and a field house.

### QUESTION:

Why did the administration raise the GPA required to obtain approval to take some required courses off-campus from 2.0 to 2.5 when permitting more students to take extra courses would relieve some of the classroom congestion here at Riddle?

ANSWER: "We're not as over crowded how as we want to be," (boos from the audience). "We haven't even reached our ceiling of five thousand yet." He also said the university is trying to insure the quality of students who are enrolled off-campus and assure their academic success.

### QUESTION:

The university says we aren't building on campus because of lack of funds, so why and how has Riddle paid \$1.3 million to purchase the Pine Lakes development?

ANSWER: Rick Ratta, the university's chief accountant, and Rockett shared this answer. They pointed out that Pine Lakes was purchased almost entirely with HUD (Housing and Urban Development) funding while on campus buildings are financed through tuition and grants.

### QUESTION:

Why were the registration lines so long and what is being done to prevent it from happening again?

ANSWER: Williams said that registration is the responsibility of his office and his staff has been evaluating the last registration since trying to eliminate unnecessary delays. One of the surprises of this trimester was that approximately ninety percent of the pre-registered students went through the add/drop lines.

### QUESTION:

Why do we have to see advisors and have all

those signatures before registration? Most people cannot find the catalog and take courses that are applicable to our programs.

ANSWER: Williams stated, "At first we only required achievement and signatures for those students who were on academic probation, but I feel that the current advisor system can catch a student with a low GPA who tries to schedule twenty-one credits before she or he registers. This intervention can prevent a student from experiencing academic failure at such a crucial time in his life."

QUESTION:

Why, after I have already paid \$3,000 in tuition this trimester is the university threatening to throw me out because of nonpayment? Also why does what my parents make have any bearing on this? (See FORUM Page 5)

## Agur speaks on helicopters

By Tony Pinto, Avion Staff Reporter

Last Wednesday night the Career Center hosted Mr. Peter Agur, Marketing Manager for Messerschmitt-Bolkow-Blom helicopters Inc. of West Chester, Pa. Mr. Agur was primarily concerned with what the helicopter industry is doing today, and careers within the rotorcraft sector.

Having spent a year in Vietnam and returning to instruct at Hunter Army Airfield, he gave Pete a chance to become intimately familiar with the operational aspects of the helicopter. Subsequent positions with Beech Aircraft, Mitsubishi Aircraft, and Hanger One in Atlanta, have given Mr. Agur a working knowledge with the Aviation field at large that he seemed genuinely interested to share with the crowd.

Mr. Agur believes the helicopter industry will triple in the next 10 years with heavy concentrations in commercial, corporate, and consumer operations. Power line installation and agricultural applications are not far behind. "It is to be used that the helicopter required three hours of maintenance for one hour of flight."

While continuing, "Technology has advanced to a point where we are getting one hour of downtime per hour of flight."

Peter says that the opportunities are there but potential pilots are reluctant to pursue rotorcraft for fear of complexity. "Most people are under the impression that helicopters are harder to fly than fixed wing, and that's nonsense." "Differences appear when you are talking about approach, departure, and landing segments of flight." Other than that, he feels it's a matter of learning control inputs and mastering a new craft.

He remembers, "When my instructor, crashed up, I added collective, when he tensed up again, I started my flare, and when his eyes started to bug out, I knew it was time to land!"

Commenting on the Federal Aviation Administration's policy on helicopters, Agur states that the Feds aren't really sure how to handle them. Most operations are conducted by VFR (Visual Flight Rules) and the system is geared primarily for IFR (Instrument Flight Rules) leading to an unusual situation. Even though today's 'copters are capable of 140-160 knots average cruise, the ability of Air Traffic Control to sequence them into traffic patterns is causing headaches. This has prompted the FAA to look into direct helicopter IFR operations and helicopter operations in stills way from Boston to Washington, D.C. is under evaluation as there seems to be less of a need for them than anticipated.

Following Agur's talk, the floor was opened for questions and kept him busy for all of one hour.

QUESTION: What is the minimum flight time one can expect to be hired with?

"Technology has advanced to a point where we are getting one hour of flight per hour of downtime."

ANSWER: It depends on what position you are seeking. Two of the most common avenues to building time are agricultural flying and flight instruction. Most companies realize a shortage of pilots exist and are willing to hire the low time guy. But that will change in a few years once more pilots hit the market. (See AGUR Page 12)

## Spurrier applies military background in training and examining Riddle pilots

By Gary Tarizzo  
Avion Staff Reporter

Paul Spurrier is an experienced E-RAU progress pilot who has flown everything from Stearman PT-17s to B-47s. He has done extensive work on the SR-71 and C-141. He's contributed to E-RAU since May 1977.

Born in Cambridge, Ohio, and raised throughout New England, Mr. Paul Spurrier was on his way to an exciting and rewarding career in aviation.

While enrolled in college in the early 40's, Mr. Spurrier enlisted in the Army Air Corps in June of 1942 and was not on active duty until 1943. He received his wings in '44 after attending the Aviation Cadet Training School in Marietta, Florida, flying Stearman PT-17's and T-60's.

During the war he was an instructor in a variety of air-

planes, one of which was a B-29. When the war was over, he continued to instruct in the B-29 and later the B-47 until late 1951 during the Korean conflict.



Mr. Paul Spurrier

In late 1951, Mr. Spurrier enrolled in the Air Force Institute of Technology where

he graduated in '53 with an Industrial Engineering Degree.

After graduation he joined the research and development area of the Air Force making modifications and test flying C-47s, B-17s and B-44s at Wright-Patterson AFB.

While in research and development, he worked in the System Program Management Division working on the development, procurement, testing and delivery of aircraft and the systems in which the aircraft would work. In 1963 he became the first program director of the division, where they developed the advanced Man Precision Strike System (AMPS) and the Advanced Man Strategic Aircraft (AMSA) which later was known as the B-1 project.

He then worked and flew the first C-141 across the

Pacific and continued for 14 months with Military Airlift Command (MAC). His next assignment was as Deputy of Engineering with the SR-71, 4F-18 and U-3 for 18 months. After which he was assigned as Deputy Systems Director with the C-5 project.

Mr. Spurrier was then assigned to Systems Command Headquarters in Washington for two years until late '71 when he moved to Hanscom AFB to work with Combat Grante until his retirement in October of 1972.

After working as a civilian for five years, Mr. Spurrier enrolled at Embry-Riddle in May of 1977 as a student to obtain his CFI-A, CFII Multi-Engine and his Instrument. He was then hired in December 1977 and moved to Flight Standards where he remains today.



## 24 Hours of sheer exhaustion

THREE TWO PIT CREW MEMBERS reflect the total exhaustion of the morning after, this past weekend after working on their team car all night. Much of the attending audience at this year's 24 Hour race did much the same as these two. For more photographs and the continuation of the page 1 story, see pages 8 and 9. (Photo: G. Tarizzo)

## Garretson captures 24 Hrs., Porsche proves leader again

By Daniel Karger  
Avion Staff Reporter

Drivers from 27 states and 12 countries in the Pepsi Challenge 24 Hours of Daytona endurance race equipped with over 24,000 horsepower, met for 24 hours of competition in a true test of modern man and modern technology.

The bright yellow flames leapt from the burning hot exhaust pipes of turbo-charged racing cars running toward the \$189,000 purse of the 24 hours of Daytona endurance race.

The "prancing horse" hood ornament of a twin turbo-charged 308 lit up and was almost scorched as the Ferrari braked hard into the 180 degree constant radius turn along the 3.84 mile course, right behind the downshifting Porsche. Hundreds of auto racing fans covered the infield

and grandstands of the speedway to see and cheer for combinations of man, money and machinery in the greatest high-performance endurance road race on this side of the Atlantic.

When the smoke had cleared Porsche dominated first, second, and third place. The Garretson Racing/Style Auto Porsche turbo driven by Bob Garretson, Bob Rahal and Brian Redman had run 708 laps, 2718.72 miles with an average speed of 113.153 mph to victory.

In second place with 695 laps was the Bob Akin Motor Racing Porsche turbo (to be sponsored by Pink Floyd and driven by drummer Nick Mason the rest of the season) and be-

hind him in third place with 644 laps was the Kugel Enterprises Porsche 911.

Fourth place was a Datsun ZX, fifth place was the Finotto Lancia Turbo with 609 laps and in sixth place was the BMW M-1 only one lap behind the Lancia.

Among the top entries in 69 starting grid were 20 Porsche Turbos.

These cars were driven by noted drivers such as Bob Bondurant and Don Whittington in the three-liter T-Bird Swap Shop team Porsche (no. 99), Danny Ongais and Ted Field in Interscope Racing's brand new Krumer-model turbo Porsche (No.0) and Hurley

(See CHALLENGE Page 8)

## When does this thing come out anyway?

We at the AVION realize that everybody likes to stick to a regular schedule, but we thought that it would be interesting if the newspaper came out on a different day each week to keep you in suspense.

Seriously, We've had a few problems with our publishers. The AVION has changed publishing firms twice this trimester, but now that we have a steady firm, the paper will be out again every Wednesday. THANKS.

## Inside this week

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## Functions need advertising

Recently, there has been a series of speeches, concerts, and functions sponsored by the Entertainment Committee which have gone virtually unnoticed by the student body. One reason for this is lack of publicity.

It is not wise to expect students to search out flyers and a solitary banner announcing an activity when they are preoccupied with classes and usually don't start thinking about the weekend until it arrives.

Experience has taught that in order to successfully promote an activity at this school, an almost ridiculous degree of exposure is necessary. This advertising should include the AVION, banners, and posters and should deviate from the print shop's usual mundane and routine style. When all the posters in the UC are identical in size and format, it's not surprising that many are passed over.

With a little creativity and drive, functions at ERAU can be properly promoted. Hand-lettered posters are a start. Using word of mouth through Resident Assistants, notices to clubs and organizations through their mailboxes, and increased advertising in the AVION are some ideas. Hopefully, others will crop up in the future as we gradually drag ourselves out of this advertising rut.

John Scribner  
AVION Editor

## Rourke lauds open forum

The forum was excellent! The presentation of the mural of the Thunderbirds was great. I really would like to thank the AFOTC people and especially Don Blacklock for all the work done on the mural. It really drew the place up!

The forum itself was really well attended. It really looks like people are coming to see the forums. Many questions were asked in the area of academics and quite a few comments and questions about the pre-registration system. Hopefully they will stimulate people to improve the rough edges of that system.

Over the last week the Student Government has directed its attention to many of its long term plans. The first, a new graphics computer for THE AVION was ordered. This is really a long term purchase and the versatility and capabilities of this computer should go a long way to help improve THE AVION.

The other long term plan is that of a bus. We are currently working on buying a bus that would be available for student use. We have gotten by a major hurdle, we have arranged for insurance for the bus so we can now move forward toward buying the bus.

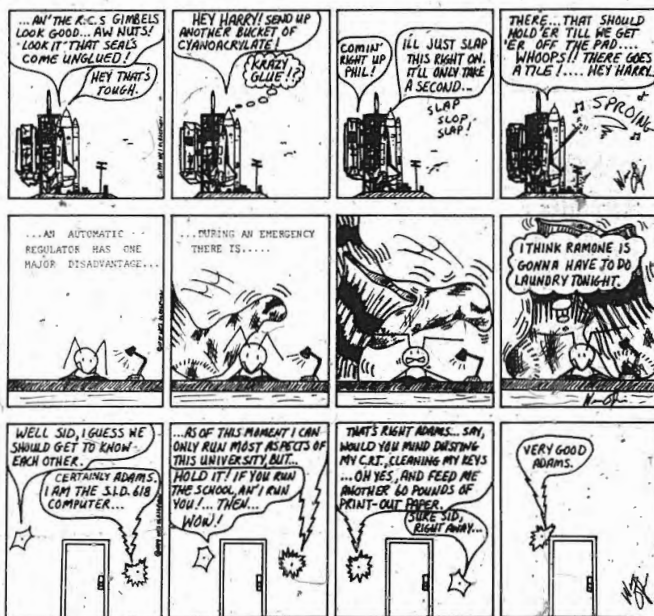
Finally the SGA has presented a TV to the student body. It was purchased out of the \$15.00 fee that all students pay. It will replace the old TV in the pub. So stop on by and look at it, it's a nice TV and you all paid for it!

John Rourke  
SGA President



SGA president Rourke hands off one of the many questions fired during the SGA open forum. (Photo V. Sotenberg)

## klyde morris



## letters/ notices

### LRC hosts new hours

New Hour in the Learning Resources Center:  
Monday - Thursday - 7:30 a.m. - 10 p.m.  
Friday - 7:30 a.m. - 6 p.m. (1 extra hour)  
Saturday - 9 a.m. - 6 p.m. (2 extra hours)  
Sunday - 1 p.m. - 10 p.m.

Please note these additional hours for your research needs. We will be opened additional hours during final exams. Watch THE AVION for a notice concerning these hours.

### FAA test dates

Embry-Riddle Aeronautical University will administer FAA Pilot Written Examinations, February 10 and 17, Tuesday, at 8:30 a.m. in the Common Purpose Room, the University Center.

Students intending to take an FAA Written Examination are required to sign up with Kathy Arnold, Extension 1907, in office D-200 prior to examination day.

At the time of the exam, each student must present a Written Authorization form signed by an appropriate Aeronautical Science Division Ground Instructor, or the failed result of a previous FAA Written Exam, and present a personal identification an Airman Certificate, driver's license, or other official document.

### Feb. 5th:

#### Chinese New Year

This coming Thursday, Feb. 5, 1981 is Happy Chinese New Year 4777.

Bravery and devotion to duty are the natural gifts of people born in the year of the Roster 1981, 1969, 1957, 1945 and 1933.

You endeavor earnestly to complete whatever you have set out to do and nothing disappoints you so much as finding out that you have taken on a responsibility beyond your capabilities.

May all the Chinese in Embry-Riddle, DBCC, nearby and my friend Mei Ling in Taiwan have a wonderful and unforgettable Chinese New Year at home and abroad.

With Best Wishes to: The Family, The Proud, The Chinese, Sweet Dream.

Frankie Lee Hong Soon.



"HEY, CALL ME PRANOID BUT THERE'S SOMETHING ABOUT THESE TREES..."

## Phoenix raps VP Metz on five dollar yearbook charge

On Wednesday, January 28, Vice President Phil Metz of the Student Government Association spoke to students in the University Center on the subject of cost effectiveness and maximizing returns on student investments.

Speaking specifically about the Phoenix Yearbook and its apparent failure to "maximize" returns on students' investments he revealed such startling news as "The Yearbook asked for \$45,000" and that the "SGA felt that \$32,000 was enough for a small group of people on ego trips"; he also stated that because "The yearbook only served half the student body" approximately 2,500 students) he felt it was not "maximizing the returns on students' investments."

His suggestion was to implement a \$5.00 charge or "user fee" to those students who wished to have a Yearbook.

### Veterans

#### questions answered.

If you have any questions regarding your degree program, transfer credits, or graduation requirements, this is an invitation to all Veterans to come to the Registration and Records Office to have any or all questions answered concerning your degree program.

Please ask for Christine Williams, Academic Evaluation Supervisor. She will be happy to see you.

The intention of this article is to present to the Student Body the facts on this matter from both sides rather than just one opinion. It should also be noted that as a representative of the Phoenix Yearbook and a concerned student, I was not allowed to reply to Mr. Metz even though I was at the mike ready to go.

Did you know that annually the SGA receives \$200,000 worth of revenue from the students? This money goes to various departments, some of which are THE AVION, Entertainment, and THE Phoenix Yearbook. Of this money, Entertainment will receive \$30,199 (just this trimester) THE AVION will ask for around \$10,000 and the Yearbook will ask for \$7,404.25.

Not the staggering \$43,000 or even the \$32,000 that was implied by Mr. Metz. Originally the Yearbook did ask for \$45,000 however, that was for a Yearbook that was to include all three of the ERAU campuses. When the other two campuses decided not to participate in the joint venture, the Yearbook changed its budget request to \$43,000. The reason for this amount was that 3,500 copies were to be distributed to the students.

In an amazing cost effectiveness meeting between the SGA and the Phoenix, it was decided because there were left-over books from last year, they would reduce spending (good move) and only order 2,300 copies. [Since that meeting, all the "left over" yearbooks have been distributed.]

The new budget for the Yearbook was now \$31,248.37 for the year. To me and most others, this would in fact indicate good cost effective measures but to a few they could not see spending so much money for only half the student body.

Considering that last week-end you and I spent almost \$4,000 on a Peekin' Party that out of two nights only 600 or so people attended!

Obviously all of the students could not attend all the Entertainment functions, however a good turnout for an Entertainment function is only 7-800 people. Not very cost effective considering their budget for this trimester is \$30,199.

I believe that by now most of you should be able to see what I'm getting at, the point is that while all money the SGA spends cannot be 100% cost effective, the losses can be minimized without having to charge the 2,300 or so students almost 50% of the student body, an additional \$5.00 for a Yearbook, also with sensible management and good cost effectiveness the revenue generated by the \$15.00 SGA fee is enough to keep the yearbook available at no additional charge.

A would hope that all the students of this University would support this viewpoint and prevent the 2,300 students from having to pay an additional \$5.00 for a good Yearbook.

Cost Effectively Yours,  
John D. Lund (The Phoenix)

## Take a Professor to lunch

Want to impress a faculty member? Need an opportunity to talk to a member of the Administration? Epicure Food Service and the Office of Student Activities will provide you that chance.

On February 13, a special Valentine lunch will be served,

and for the price of one ticket (\$2.50) you will be able to treat yourself and a member of the faculty or staff to this special affair. Purchase your special tickets the week of February 9-13 in the Student Activities Office.

## THE AVION

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# National Guard offers helicopter flight training

By Tony Pinto  
Avion Staff Reporter

Are you a fixed wing pilot who has ever looked up at a passing helicopter wondering what it would be like to fly one?

Do you have 700 or more hours of flight time with a commercial ticket and instrument rating? Could you spare 12 weeks of your time to be trained in helicopters and one weekend per month once your

training is complete?

If you answered yes to the above questions and think you would like to fly helicopters, the Jacksonville National Guard would like to hear from you.

Speaking to Lieutenant Colonel John Davis, Commander of AASFC on Craig Field at Jacksonville, the National Guard has recently instituted a program aimed at the prior serviceman who is fixed-wing qualified with 700 hours of

more, and would like to fly for their outfit. Positions currently exist for six servicemen (regardless of branch) who can attend a 12-week rotorcraft training course at Ft. Rucker, Alabama, and accrue 80 hours of flight-time qualifying them for one of several helicopters in the Guard's inventory.

Lt. Col. Davis states, "We want someone between 25-35, who can contribute to our overall mission by being a top-notch

pilot." They can expect a minimum of 120 hours a year and some of the best academics available to the services."

He adds, "When they return from Ft. Rucker ready to assume duties with the 'Guard, we will put them in one of three categories of 'coppers.' Based on qualifications we will put them in a scout, utility, or attack helicopter."

National Guardsmen can expect 48 drills per year with

24 additional periods for pilots, to include a 15-day active duty period during spring or summer. For all this and a chance to do what Lt. Col. Davis describes as "Excellent flying," a two-year commitment must be signed.

If you meet the requirements and would like to fly helicopters for the Florida National Guard, Lt. Col. Davis would like to hear from you.

Slots are available now in

this "superb unit," and more specific information can be obtained by writing, Commander Lt. Col. John Davis, P.O. Box 8628, Jacksonville, Fla. 32239 or by calling (904) 641-9866 or 9867.

The National Guard is a state, service-oriented organization, whose services are geared for the state, with secondary missions to the Federal Government.

## News from Financial Aid Scholarships available for E-RAU students

All interested students may apply for the Eugene and Dorothy McAllister Scholarship. Application requirements are listed below:

1. Amount - \$500 to be awarded one student only. 2. Application must be received no later than March 15, 1981.

3. Must be enrolled in a college aviation degree program and plan to continue the following year.

4. Academic proficiency (GPA 2.5 or better at the time of the application on a 4.0 system).

5. Must demonstrate an interest in aviation as a career.

6. Must be enrolled in a college aviation degree program.

7. Each application must submit a paper (minimum 200 words, maximum 250 words - typed - double spaced) on why they wish to receive a degree in aviation.

8. The award will be made without regard to sex, race, religion or national origin.

Mail application to: L.L. Orlt, Chairman, Aerospace Science Department, Metropolitan State College, 1006 11th Street, Denver, Colorado



80204. If you should have any questions, please contact Kim Hammond in the Financial Aid Office, Ext. 1061.

FINANCIAL AID REMINDER

In an effort to keep you up-to-date on all financial aid programs available at Embury-Riddle, how-to-apply, deadline dates, new regulations, the Financial Aid Office will run a

three part series, covering the Guaranteed Student Loan Program, Campus-Based Programs (National Direct Student Loan Program, Supplemental Grant, and College Work Study), and Basic Grant in the three weeks to follow.

Watch for our article in next week's AVION.

## Career Center

### Graduate survey continued

By Larry Salvage

This issue completes the summary from the survey conducted last fall. Participants were graduates of E-RAU's flight program. Twenty six participated.

After graduation, 11% took jobs other than flight. Fifty four percent of the flight positions were CFI. By the first job change, 18% were non-flying, but 45% were into cargo, charter and corporate positions. This step took an average of one to two years. Almost 50% were into turbine equipment by the third job, about three years. By the fourth position, 67% reported in turbine or jet equipment.

New CFI and charter positions were paying \$10,000 to \$12,000 a year. Most of these graduated in 1979 and 1980. Two to three years more experienced 1977 graduates were making anywhere from \$14,000 to \$35,000 a year; the average being around \$21,000.

Of those that went into flight positions, the average flight time was 68.5 hours per month or 822 hours a year. Thirty-nine percent now have ATP; 66.5% have added some rating (CFI, ME, FE, ATP).

Of those returning surveys, 58% listed influential contacts as the most important factors in obtaining pilot jobs; 27% said qualifications; 15% - persistence.

Almost 60% were satisfied with their career. Most of these were graduates of 1978 or earlier. Only 30% were not satisfied; everyone said so.

I sincerely hope the survey summary has helped you. You need to know as much as possible when it is time to make a career choice. In the future, the Career Center will publish other summaries in other areas. Meanwhile, the Career Center is prepared to discuss your situation on a personal basis.

## Professionals outline job opportunities

By Scott Streiff  
Avion Staff Reporter

Questions about careers and majors and how they relate to Embury-Riddle students answered by Career Center people are given for your information. The Career Center personnel who gave the answers are: Jan Trowbridge, Larry Salvage, and Dave Allwood.

QUESTION: Is it alright to spend a few years here at Embury-Riddle feeling out myself and career choices or should I latch onto one major immediately and pursue it to graduation?

ANSWER:

Larry Salvage - "The sooner you can make a choice, the better. But a 'few years' can often help make that decision. Don't just hang around, waiting for the answer to hit you in the face. Explore via career planning courses, co-op, talking to instructor, meeting professionals in aviation, reading books, and whatever else you can do. E-RAU may or may not be the best place to wait around."

ANSWER:

Jan Trowbridge - "It is FINE to research oneself, co-op offers excellent opportunities to experience positions in the real world. Latching onto the wrong career can be extremely damaging."

QUESTION:

How does what I take in school relate to what I'll do in

the world?

ANSWER: Larry - "It is a fact that everything you learn in school in a few years if you do not use it. What you take should develop basic skills and basic knowledge, things you will not forget. It will also give you a basis for understanding what and why something is happening when you get out. School courses give you a foundation for your real learning - when you graduate. And what you build without a good foundation?"

QUESTION:

What are the ingredients to obtain the aviation related career I seek?

ANSWER:

Larry - Desire, persistence, basic ability in the related skills and ability to communicate effectively.

ANSWER:

Jan - "Ideally, you should already hold, or have been in the position you seek!!!! Otherwise, polish up your resume, cover letter, interview technique, and your company search! Know the company position you applying for."

QUESTION:

Are Engineers and Mechanics the only ones that are going to get aviation jobs when they graduate?

ANSWER:

Dave Allwood - "No. The only reason you hear about these jobs is that the demand

for them is higher than the supply. You can get a job if you know how to do it. A student should take a career planning course."

ANSWER:

Larry - "A large company needs a large number of Engineers and Mechanics so they spend thousands of dollars recruiting. They need only a few managers, so it does not pay to spend the same amount. Most jobs are never advertised. Either there is a line of pilots waiting (no need to advertise), the job is filled via word-of-mouth, or is filled by local ads. Everyone can get the aviation job he wants. Engineers and mechanics may not have to look as hard."

ANSWER: Jan - "No! Some accepted positions of people during the last trimester including engineers and mechanics are as follows:

Pilot Slot: \$16,000; Operations Supervisor: \$17,500; Finance Trainee: \$13,500; A/C Maint. Officer: \$18,200; Aviation Maint. Officer: \$14,500; 2nd Lt. Air Defense Artillery: \$14,000; Pilot: \$14,000; Pilot (corporate): \$19,000; Management Program: \$18-19,000; Aviation Officer/Aviation: \$18,000; Student Pilot/USAF: \$16,000; CIR: \$11,440; Logistics Engineer: \$20,000; Avionic Tech.: \$13,520; CFI: \$16,640; Airplane Pilot: \$13,000; Customer Service Representative: \$20,800; Customer Service

Rep.: \$19,760; Asst. Ops. Agent: \$11,500.

QUESTIONS:

Is the military a good way to go?

ANSWER:

Larry - "That is an individual decision. The military way of life, time spent in the service, possibilities of armed conflict, personal freedom and individual desires must all be considered and weighed against the hoped for results. I think it's a good place to mature and spend time establishing career goals and directions."

(See SURVEY Page 11)

SGA meetings will be held  
every thursday

at 4:30 in the CPR

voice your opinion

# SUNDAY

in the

# U.C. GOD

hear the word of

CATHOLIC MASS 10a.m. & 10p.m.  
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University Center

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**258-3555**

# Dire Straits excels in 'Making Movies'

By Jeff Barrow  
Avon News Editor

Two years ago, a song called "Sultans of Swing" appeared on the rock charts and became an instant hit. Containing two superb guitar solos it brought the group Dire Straits considerable fame, and its guitarist, Mark Knopfler, was seen as one of the brightest new talents on the rock scene.

The album, also called DIRE STRAITS, was mainly a vehicle to spotlight Knopfler's ample guitar and songwriting skills. The rest of the band (a standard arrangement containing Knopfler's brother David on rhythm guitar, John Illsey on bass, and "Pick Withers" on drums) served as a backup and was kept from the

The Wind and the Lion

## 'A vastly entertaining epic adventure'

Made in 1975, this is a spectacular colorful and exuberant film based on a turn-of-the-century agent in which President Teddy Roosevelt sent in the Marines to rescue an American citizen kidnapped for ransom by a Moroccan sheik.

There are revealing parallels in the characters of Roosevelt "The Wind", and his Arab foe Raisul "The Lion". The provocative hint of romance between the kidnapped lady and her abductor evolves into a mutual respect. There is also an intelligent look at the whole macho ethos which is not once gloriously celebrated and

spotlight.

The group's second album entitled COMMUNIQUE, showed that Dire Straits was getting it together. The arrangements were tighter and the rest of the band was given a greater chance to show their talent, but it was still Mark Knopfler's guitar work and writing skill that carried the album. The album itself didn't do very well on the market primarily because the "Sultans of Swing" was "on the charts and overshadowed COMMUNIQUE".

MAKING MOVIES is the group's third album. In the year since their last album, Dire Straits has changed. David Knopfler, feeling overshadowed and stifled by his brother,

left the group in much the same way Tom Petty left Graceland. The Clearwater Revival ten years ago. In his place, Mark Knopfler has added keyboard, at Ray Batten.

This time Knopfler has co-produced the album, and has done an excellent job. The songs are all well written (as good and better than any they've done), and the arrangements are done with taste, emphasizing that Dire Straits is a group, not Knopfler's backup. His guitar work is understated, but still remains the group's greatest stylistic device. The songs are all contributory to the many beautiful images into them.

His singing is also better than before (his Dylanesque

voice creates a bluesy sound which, with his guitar makes Dire Straits quite original).

Some of the best of the album "Skateaway," "Tunnel of Love," "Solid Rock", and "Expresso Love", show how far the group has progressed

in two years. MAKING MOVIES is tight and cohesive, not just a bunch of Knopfler's guitar solos (although they are there). It doesn't get tired after a few plays the way many albums do these days. If Dire Straits keeps progressing, they

will be big stars in a few years. And if MAKING MOVIES does well (it was given four stars by ROLLING STONE), Dire Straits' next album might be titled "MAKING ROCK HISTORY."

## The Bar-Tender

### Caught singing the blues at 'Mac's'

By Kent Gillen  
Bar-Tender Columnist

Baby, I've got the "Blues". And you would too, if you have been to "Mac's" Famous Bar lately. "Mac's" is now festu-ating through February 7th the incredible Rock 'n' roll blues band called "White Wolf". The band jams seven nights a week until 3 in the morning, and if Poco Shipp or Bobby Bradford can't get your hands together, you, my friend, are as good as dead.

Poco, wearing his harmonica holster, is the star of the band adding a special light by blowing that harp like very few can. Bobby, lead singer and originator of the band, bellows out and moves about the stage with a style like the legendary Joe Cocker.

"Mac's" has been the favorite night spot for locals for years. Located on the border of Daytona Beach Shores on A1A, you can drink from 7 a.m. until 3 a.m. with happy hour running from 5 until

9 p.m. - \$1.00 drinks. All it takes to get in is a "Mac's" card which with local ID can be bought at the door. The service is probably the best in town and the atmosphere, very casual, suits the type of music played.

I strongly suggest everyone stop in when you can for a magical, musical sensation. I'll probably be sitting in the back rocking my socks off with KAK the eskimo boy (You'd have to be there). Until next week, party hardy!

February 6th, at 8:30 p.m. in the University Center.

## 'Apocalypse Now' has classic future

By John Scribner  
Editor

What makes APOCALYPSE NOW unique, entertaining, and so damn forceful, is not that the movie deals with the futility of the Vietnam War, or the political ramifications caused by the war, or even the explosively powerful war scenes; it's that this movie is the first to successfully combine all these points and mold them into the first coherent, excellent war movie with a message.

After keeping Hollywood and the rest of the world at bay for over four years, wrapping his movie project in a cloud of seclusion, Francis Ford Coppola, the movie's producer, writer, and director finally released the movie after going bankrupt (of his own money) over budget.

The movie did not do as well as hoped when it opened. It is not a surprising fact since the movie must be viewed more than once to be fully appreciated. Now, two years after its release, audiences are returning for another look at a movie that will probably become one of the film industry's milestones. The movie played twice to full houses here at Riddle.

APOCALYPSE's plot is remarkably simple. Based on the Joseph Conrad novel, THE HEART OF DARKNESS, the movie takes place in Vietnam during America's involvement in the war.

Martin Sheen, playing a counter-intelligence agent in the Army is sent into Cambodia to kill Marlon Brando, who portrays an ex-special force colonel who has reportedly lost his

mind, organized his own army, and taken on the Viet Cong with his own methods (which are particularly gruesome at times).

Most of the accompanying moral and political messages come to light while Sheen is traveling upriver on a Navy gunboat heading towards Brando's hideout, deep in enemy territory. The film divides into two subplots: the journey and the actual meeting of Sheen and his target-Brando.

Along the way, Sheen's small accompanying unit encounters an Air Cavalry company led by Robert Duvall, which provides some incredible combat scenes (Duvall's gimmick is to pipe Wagner through speakers on his choppers while attacking the Viet Cong).

The insanity of the war is represented by Duvall's devastation of a Viet Cong village and subsequent surfing escape under Viet Cong return fire.

The film tends to be a bit long, especially at the end when Sheen meets his target and narrates his every thought. At times, this becomes trying.

It appears that the movie tries too hard to be philosophical toward the end with all sorts of both implied and direct messages.

But overall, the film is an excellent excursion into the pain and incongruity of war and combat. The mark of a truly excellent piece of art is that it stands the test of time and APOCALYPSE NOW appears to be doing just that.

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# Air turbulence probable cause of deadly crash

Air turbulence in the wake of a Boeing 727 that had landed less than a minute earlier led to the crash of a commuter flight, that killed three persons, the National Transportation Safety Board concluded today.

The Board said the pilot of Air Pennsylvania's Flight 501 failed to follow wake turbulence avoidance procedures while attempting to land at Philadelphia International Airport on the clear, calm morning of July 25, 1980.

The crash of the Piper Navajo 10-seater took the lives of the pilot, co-pilot and lone passenger. There were no other victims.

The Boeing 727, a United Airlines flight, had used run-

way 27R and was just 52 seconds ahead of the Air Pennsylvania flight from Reading, Pennsylvania. The Safety Board said witnesses reported that when the commuter flight was about one half mile from the runway threshold it rolled from side to side, pitched up, rolled inverted and crashed nose first.

The Board concluded that the probable cause of the accident "was the loss of aircraft control due to an encounter with the wake turbulence from the preceding aircraft at an altitude too low for recovery and the pilot's failure to follow established separation and flightpath selection procedures for wake turbulence avoidance."

The Board report stated that the fixed wings of airplanes cause air turbulence in their wake which takes the shape of two counter rotating vortices. "Studies have shown that in calm wind conditions, wing tip vortices are strongest and most constant behind and below the generating aircraft. Therefore, pilots of small aircraft should fly above the large aircraft's flightpath."

The Board found that Flight 501's path was lower and flatter than the flightpath of the 727. The Boeing has a wingspan of 108 feet, while the Piper PA-31-350 has a span of under 49 feet.

It is difficult for aircraft with short wingspan (relative

to the span of the aircraft generating the turbulence) to counter the imposed roll induced by the vortex-shaped air flow, the Board report said. Because of the disparity in size of the aircraft involved, "it is unlikely that the pilot of Flight 501 had the control capability to counteract the aircraft roll," the Board concluded.

Under FAA regulations, air traffic controllers provide VFR aircraft which - in the lower controller's opinion - may be adversely affected by wake turbulence from a large aircraft, the position, altitude and direction of flight of the large aircraft followed by the phrase

"Caution-Wake Turbulence." None of the controllers involved in handling the Air Pennsylvania flight felt a cautionary phrase was necessary. The Board's review of the circumstances involved in the accident provided no basis to challenge the controller's decision.

Pilots are expected to adjust their operations and flightpaths as necessary to preclude serious wake encounters, the Board said, adding that "when a pilot accepts a visual clearance or instructions to follow an aircraft, he also accepts separation responsibility."

The flight crew of Flight

501 twice accepted instructions to follow Flight 555 (the Boeing 727) and also accepted a visual approach clearance. Consequently, it was the flight crew's responsibility to provide safe landing interval and wake turbulence separation," the Board said.

The pilots, both of whom were employed by Perkiomen Airways, Limited, were company flight instructors and their syllabus contained information concerning wake turbulence recognition and avoidance, the Board found.

The Safety Board's complete printed report will be available in approximately three weeks.

## Forum (from Page 1)

ing on how much my BEOG is, since I am fully self-supporting?

ANSWER: Rockett said that financial aid is meant only to supplement the cost of education, not pay for it entirely. He also said that although some exceptions to the policy are granted, each case is judged on its own merits and it is difficult to formulate policies for exception to policies.

Rick Raffa, chief accountant, said there are two extension forms available - one for students with approved financial aid and one for other cases. All requests for extension are considered by a committee on which at least one student sits. Parents' income information is required as stipulated by the states and the federal government. The university cannot alter these requirements.

QUESTION: When are the pot-holes in the parking lot going to be fixed? (NOTE: I was wondering when someone would ask this age-old question)

ANSWER: Phil Bird, director of the Physical Plant, said they have filled in many of the pot-holes, and hope to resurface some of the parking lot, but funding is a problem. "We have survived two budget sessions so far this trimester without losing any parking lot funds. I hope all our funds remain intact so we can fix the major holes."

QUESTION: Why are there so many addendums and procedures that apply to students, but the not published anywhere that students have ready access to? Everytime I try to do something I'm told,

"You need paperwork," or "that the rule is, 'subject to interpretation,'" or "You need signatures." Once, while on the telephone I asked someone to think and the said, "Uh, I'd have to get my supervisor." (Applause and laughter).

ANSWER: Williams replied that the SGA is currently compiling all university policies and procedures that affect students. They hope to have it completed this trimester.

QUESTION: I am not a full-time student and am only taking one flight course to complete my degree requirements. Was I charged two hundred dollars in addition to the cost of the flight course?

The student said he was not in any labs, ANSWER: Connolly, Division Chairman of Flight, said an administrative fee of \$100 per credit hour is added to all flight courses, if the student is enrolled less than full time.

QUESTION: I was scheduled for FA400, Flight Instructor, and it is four weeks into the trimester and I haven't flown yet because the Moonneys can't be kept up to snuff. Why were three of sold before the beginning of the trimester when you knew there were one hundred carry over students?

ANSWER: Dr. Tom Connolly said the Moonneys were only flying 111 hours per month which is not an adequate utilization rate. Currently, four out of the seven Moonneys are available each morning, which is pretty good considering how old they are. "As soon as we get 2,400 more hours on the Moonneys we'll un-

load them," he said.

QUESTION: Is there any chance that the Certified Flight Instructor for single and multi-engine airplanes be combined into one course and checkride?

ANSWER: Connolly said the university is coordinating with the FAA right now and we hope to be able to combine the two ratings some

time in the future.

QUESTION: Is there any truth to the rumor preregistration will be dropped? If there is, I'd like to request that you reconsider.

ANSWER: Williams acknowledged they had considered stopping preregistration but if the majority of students wish to continue it, it will continue.

## New advance standing time limits

### ADVANCED STANDING

The University grants advance standing for experience, training and previous academic work. To avoid confusion and misunderstanding, and to insure fair and equal treatment to all students, it is necessary that time limits be placed on requests for evaluation of previous academic work, training and experience.

University policy states that "Applications for advanced standing must be submitted prior to or during the first Trimester at Embry-Riddle." Beginning with the start of the Summer Term A 1981 this first trimester deadline will be strictly enforced.

For the benefit of all students currently enrolled at the Daytona Beach Campus who may not have applied for advanced standing during

their first trimester at E-RAU, applications for non-experience advanced standing will be accepted until May 1, 1981 for any course work or examinations completed BEFORE THE

STUDENT ENTERED EMBRY-RIDDLE. If you have any questions concerning this policy, please call or come by the Office of Registration and Records.

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DELTA CHI'S DEATHMOBILE burns up the track at Daytona in the 2nd Annual Intercollegiate Bed Race. The team finished second place. (Photo: V. Sotenberg)

## Delta Chi clinches second in Bed Race

By Butch Cremons

Delta Chi is off and running this trimester. Rush has turned into one of our best ever. We are never done rushing, but the count at present is eight pledges and Chi Delphia, our little sisters, have added 10 pledges to their list. Well done!

Rushing is our best event at D-Chi, however; we have many talents. This past weekend D-Chi represented ERAU at the Intercollegiate Bed Races and we pulled through to a second place victory. The bed rider was Mimi Gurnee and the pushing power was supplied by Brett Lane, Tom Lowe, Brian Harbert, and Tom Lavris. Great job, guys!

Even after an Aku-Tiki weekend; dancing choreographed by Mike and Karter, we have our softball game. Our team record now stands at 2 for 3. Looks like we may have a winning combination this tri.

D-Chi's don't play around all the time however. While everyone else was having a good time, Fred, Butch, Brian, Dave, Scott and pledge Keith were

working at the race track, fueling race cars and earning money for the fraternity. Thanks guys!

That seems to cover just about everything from last week, but everyone has a lot to look forward to this week. We will all be getting together this Saturday morning at 9 a.m. to get the house back in shape. Then, after a hard day at work, we are all going to treat ourselves to a road trip. It's going

to be Rosie O'Grady's Saturday night. For those who don't know what Rosie's is, just ask Butch.

It will be a better than average night and Karter and Mike can show us all those great dance of theirs one more time.

Until next time, this is the quill signing, SPATSPOOK those FMP's, Aloha Danno, D-Chi Quill

## Angel Flight takes Pepsi Challenge

By Karen Schneider

Whew! This has been some long week for the Angel folks! Busy, busy, busy!

Last weekend we ran our buns off at Daytona's Pepsi Challenge! (And what a challenge it was!) We worked the concession stands Saturday and Sunday along with AFROTIC and the Amies. Tiring but, worth it - (hopefully we'll be rolling in dough soon enough!)

You might have seen us last Friday night during "Appocalypse Now" 4No, that wasn't

us strutting the beach or flying the choppers! We sold the popcorn! Much thanks to those who donated their time and popcorns. (Greg, sweetie!)

We had another Pledge Rush last night with better attendance than last time! That's it girls - let's get all together now! We need to keep this chapter of Angel Flight growing! And it is growing - we've just discovered our sister flight from the University of Central Florida! Party Time!

Oh, by the way people -

## Management Club to tour KSC

The Management Club will hold a business meeting this Friday, Feb. 6th at 6 p.m. in the Common Purpose Room for all prospective members, members and guests. It is not a requirement to be in any management program so all students, staff and faculty are welcome to join the club.

The next dinner meeting - presenting Captain G.F. Sharp, Director of Flight Operations for Piedmont, is Feb. 20th at the Kapok Three Inn. The cost of this family style

meal is \$6.90 for paid members and \$7.90 for non-members.

Raffle tickets for the Merida, Mexico trip will be on sale for the next couple of weeks. One lucky couple will fly Air Mexico out of Miami on Thursday, April 23rd for an all expense paid vacation of three nights and four days on the Gulf. The drawing will be during Happy Hour in the Pub area on March 27th. Members who wish to sell tickets should contact Phil Van

Etten, Box 6354.

The Kennedy Space Center tour is scheduled for Saturday, February 28th. Buses will leave school at 11 a.m. and return at 7 p.m. All interested students, faculty and staff may contact Peter Moll, Box 6649, for reservations. This will be an exclusive tour with a special tour guide, not the general tour given to visitors, so it is well worth the cost of \$11.75 for transportation and tour.

## Arnold Air Society attends Conclave

By Brian Duddy

By the time this article is printed, Area H Conclave will be history. I trust we all had a good time? At any rate, our meeting last Wednesday was very productive.

National Conclave was discussed and it looks like 12 of us will be going from March 20-24. Our money making project for this season will be selling concessions at the Speedway. "In conjunction with" the cadet Corps. Ken Stiles and Jeff Barath are working on a plan for us to sponsor an Air Explorers Post. This is a version of the Boy

Scouts that includes teenagers who are interested in aviation.

Some of our other community projects will be working with the Delinquent Youth Services, watching over the Armed Forces Museum on Sunday afternoon and collecting cigarette packs in exchange for time on a kidney machine for someone who needs it.

Our pledge program got off to a rather slow start last Friday night with the party. Pledge meetings are being held on Thursday nights at 7:30 at

the Detachment. It's still not too late!

One of our future plans is for the Gill Robb Wilson Squadron to host a Commander's call right here in Daytona Beach. We will be submitting a bid, but it will be a while before we know if it has been accepted. It would be a learning experience for all of us as well as giving our squadron good exposure.

Quote for the week, "Once in a while in life there's a little justice, but not often!"

## Embry-Riddle Scuba Club offers certification course

By Torre Andrews

What's fun, educational, and good exercise besides? Scuba Diving. The Embry-Riddle Scuba Club is offering a basic scuba certification course beginning Tuesday, the 10th of February.

The course will cost \$50.00 which includes all gear (except mask, fins, and snorkel). It will consist of a combination of classroom lectures / slide presentations, and pool

sessions, followed by three open water dives.

After completion of the course, you will be a full-fledged card-carrying scuba diver and a member of the Riddle dive club. If you are interested in this course, which is sanctioned by the Professional Association of Scuba Instructors (PADI), contact Torre Andrews at Box 6142, or come by the next Scuba Club meeting.

## AXA needs softball momentum

The past couple of weeks have been rather interesting for the brothers and concerned parties alike. The Fubar party was a good Little Rush function. From it we got some good prospective brothers who we refer to as associates.

Don't ask what Fubar means. There have been many centuries on that subject and the true meaning has yet to be touched on. As far as the party goes, I still don't understand how so many people got so blitzed on one keg of beer.

Maybe it was the saying by Russ? This month's Chef Tell Award goes to associate Russell Pallotti for the fine cuisine he laid out for us. Congratulations Russ and Fubar forever!

Onward to the sports page. For those of you who haven't heard of us, we are the mighty

Hydras. Don't let our 0-3 record deceive you, we just haven't got our momentum built yet. Coach Hyde has

every confidence in this ball club. Will we win next week? Stay tuned and find out. Catch y'all later. Big Al

## Reverend speaks of holy spirits

By Brett Hebel

God has really blessed our club this past week. In my article last week, I mentioned that our guest speaker would be Rev. Glover, however he was sick and was unable to attend. Rev. Glover asked Rev. Diamond to be our speaker and we are very glad that he did. I would like to take this time to thank Rev. Diamond, from Mount Bethel Baptist Church, for speaking to us about the Holy Spirit. It was very interesting.

On Feb. 13th the club will be having a dinner meeting at Kay's Coach House. Our speaker that evening will be Rev.

Ramsey. The cost will be either \$6.50 or \$8.50 depending on which main course you choose. This dinner meeting is open to everyone. If you would like to come just drop a note in Reuben Williams Box H-219 or my box 4597. You must make reservations by Feb. 10th. It should be a great evening.

The car wash last Saturday was a big success. God blessed us with good weather and the strength to wash all those cars. If you would like more information about the club, feel free to drop a note in Box 4597. Until next week may Godrichly bless you.

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Black/White etchings

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## 10 Alpha Gammas pledge Sigma Chi

By Bruce Jones

As formal rush comes to a close and Sigma Chi's pledge program approaches, there are all the signs of a healthy sized Alpha Gamma pledge class. After our rush parties and smoker, we have at least 10 men who will pledge. The entire chapter wishes them the best of luck.

As usual, last weekend's started out with a party Friday night and one which will be remembered for a long time. This was our invitational rush party, where those interested in pledging could talk seriously to brothers about Sigma Chi, of

course it is a party, and the level of enjoyment is no less than any other. Once again "Mr. B" was on hand to provide live entertainment, this time by doing a few numbers from his repertoire of Elvis Presley tunes. Halfway through his act he was swept off his feet by the cheering audience and stuffed into the micro-wave oven. What a grand finale!

After recuperating from Friday's bash, the little sister rush party was held, and turned out to be more of a party than Friday's (despite "Mr. B's" conspicuous absence). It was definitely a success, with all of

the charming and beautiful women who were on hand.

The highlight of the evening came, dancing to "Shout," from Animal House, followed by a half dozen encores. For the next few days, or maybe even weeks, the password is "shout!"

When the party was finally over, it was just about time to get up for Sunday's softball game, where Sigma Chi's championship steamroller encountered a minor setback. The Sigs lost a close one, despite their scoring runs. However, the situation which brought about the loss has been corrected and Sigma Chi's opponent next week can expect a crushing defeat.

The Brother of the Week for the past week is Jim Vitell, who's tireless efforts have produced a swimming pool beyond compare. Over the Christmas break, as might be expected, the condition of the pool deteriorated, but thanks to Jim, it is now in tip top shape. Good work, Jim!

Congratulations are in order for our chapter advisor, Ray Belcher, and his wife Karen, who were both confirmed in the Episcopal Church last Sunday.

As usual, the offer still stands for any and all who are interested in Sigma Chi or fraternities in general to stop by our house at 520 S. Ridgewood. We'll be glad to see you.



AFROTC Det. 157 donates hand-painted mural depicting the Thunderbirds to grace U.C.

(Photo by V. Solenberg)

## BAHA'IS speak on immortality

Baha's believe in life after death; that the soul of man retains identity and is immortal. Man lives his lifespan here and then progresses to other spiritual worlds, always in the direction of his creator. Baha's believe that the essence of God, the Creator and Sustainer of the universe, is unknowable. While the physical world reflects certain of the attributes of God, it

is the Divine Prophets of God Who, like perfect mirrors, reflect His will and attributes most completely and thus enable man to have the fullest knowledge of God.

The preceding, and other topics are discussed at the Baha'i Club meetings every Sunday from 4-6 p.m. in the Faculty/Staff Lounge, all are welcome to participate.

## Sigma Phi Delta holds LADIES NIGHT at house

By Sarge

This Friday night is Ladies Night at Sigma Phi Delta. All ladies, whether engineering or another major, who would like to become a Little Sister, are cordially invited to attend.

The party will begin at 8 p.m. and will be held at the fraternity house, located at 519 South Ridgewood Avenue. If you want to come but can not get a ride, please give us a call, phone: 252-9374. We would like to see all of the Brothers invite their "large harem" of women to this party. Seriously speaking, this is a very important party for the fraternity and we would therefore appreciate all of the assistance that you can give that will make this Ladies Night turn out to be a successful one.

Our Smoker, January 30, has brought us two pledges, Trey Frost and Dean Sawyer. We would like to welcome you and hope you have a happy

term during your pledgship, ha, ha.

Well, we have continued our winning streak with this last Sunday's win over the Housing Hunters. There were numerous homeruns made by various teammates that led to our ultimate victory. This offset the left-fielders rather troublesome catches. Right Gary? I'm not really sure about those catches, you know with the sun, wind, etc., but "well, that's what she said."

Upcoming events: Selling beer at the races, so don't forget to sign up at the frat-nite bulletin board! Camping trip to Ocala or maybe a "picnic" there. And hopefully a professional night at G.E.

Last minute warning: Shirt money MUST BE IN BY FRIDAY or else you won't be getting a shirt for a while.

Well, that's all for now folks, so I'll see you at LADIES NIGHT this Friday. Live long and prosper.

## AFROTC aids Museum

By Cadet Lieutenant

Michael B. Little

Cadet Information Staff

Interested in military aviation history? Need a reference for a term paper? Have a little time to spend? Try the Armed Forces' Museum in Dayton, Ohio.

The Museum displays uniform, models, and memorabilia of both world wars, Korea, Vietnam, and the postwar time between. Included are a number of original newspaper articles covering historical events from the end of World War I to the release of the American hos-

tages held in Iran, World War II air magazines, and vintage flight equipment.

The normal hours of operation are 2-5 p.m. Monday - Friday, 3-6 p.m. on Saturday, and 1-4 on Sunday. Of particular interest, on Sunday the museum is operated by our own Arnold Air cadets. Admission is free, although donations of money or display material are definitely appreciated.

Several people have come by the AFROTC office trying to find out if it would be possible to take an Air Force altitude chamber ride.

Well, it is.

There are two routes open to the E-RAU student, cadet or civilian. One, you can sign up for AS307, Aviation Physiology. For an extra \$20 you get a chamber ride as part of the course. Or second, you can go it alone by asking for details and an application from:

FAA, Civil Aeronautical Institute  
Airman Education Section  
AAC-142, PO Box 25082  
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# Drivers and fans take



(Photo: G. Tarizzo)

THE 24 HOURS OF DAYTONA begins (this page, clockwise from left) with the 10,000 meter foot race; No. 65 an impressive Ferrari dropped out early in the afternoon; the Pontiac Firebird pace car leads the pack into a horseshoe turn on the inner road course; two exhausted partyers catch up on sleep Sunday; the winners of the Champion Spark Plug Challenge spray champagne on photographers at Victory Lane.



(Photo: G. Tarizzo)



(Photo: G. Tarizzo)



(Photo: P. Gurley)



(Photo: G. Tarizzo)

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## Challenge (from Page 1)

Haywood in the highest displacement (3.2 liters) Porsche No. 86.

Representing Bavarian Motor Works was the Kenwood-sponsored BMW M-1, prototype driven by Marc Surer and David Hobbs. The Daytona version of the M-1 has a 3.5 liter, in-line, 6-cylinder, normally aspirated engine which develops 480 horsepower.

The car was driven last year by Bruce Jenner. Besides Jenner's modifications done on the back straightaway wall, the car has undergone chassis and aerodynamic modifications based on long distance experience in 1980 at the Nurburgring and at LeMans. The suspension problem causing the M-1 to bottom out near the 31 degree banked turns was alleviated by Friday's practice.

Running against these cars was the privately owned Lancia Turbo (1.4 liter) and the Ferrari Turbo 308. Martino Finotto's team made a strong contribution to Lancia's successful drive

to the World Championship for makes in 1980. They scored two of the Italian manufacturer's 10 consecutive class victories, placing 19th overall at LeMans and overcoming a major pre-race crash to finish 10th in the 1980 24-hours.

"This year, we brought the car to Daytona with only the intention of offering it for sale," The Lancia served us, well and will race, but we now are concentrating our efforts on the new Ferrari 308 Turbo," Finotto explains. His Lancia driver, Formula 1 ace, Riccardo Patrese, says he enjoys driving the high banks of Daytona in the Lancia. "We have nothing like this in Europe, so it's a whole new experience for me. I must say I like the feeling. It reminds me of a roller coaster. The banking is a new thrill but the physical punishment can't compare to cornering a skirted Formula One car."

Patrese who was 11th on the starting grid says he enters the banking at full throttle

and reaches a top speed of about 175 mph at the start/finish line.

"That's about 9,000 rpm in fifth gear. But then comes the toughest part of the track for me, braking for the turn leading onto the infield road course. The surface changes enough to make the car bounce around under hard braking. You can get into big trouble there if you don't pay attention."

Team Ferrari had their car freighted directly to Daytona from their shop in Italy where it was assembled and rolled for the first time on its racing wheels and tires in the Daytona garage area.

Fitted with twin turbochargers, one for each bank of four cylinders, the new machine is capable of 840 horsepower, according to Finotto. They placed 7th on the starting grid but fuel system problems caused them to drop out of the race after only four laps.

The Ferrari 512 Boxer Ber-

# the Pepsi Challenge



(Photo: R. Frankel)



(AVION Staff Photo)



(Photo: G. Tarizzo)

Clockwise from above: Loud Cars Performance's two Mazda live-up to their team's name as did all the RX-7's on the track; a dusk shot of an RX-7 being passed by a Porsche shows the blow back flame of the turbocharger making the car appear to be out of a Batman cartoon; Bob Garretson's Style Auto Porsche takes the checkered flag; and, below, the winner's cup.



(Photo: G. Tarizzo)

linetti financed and driven by Prancing Horse Farms Race Team with its huge Lockheed brakes, 19 inch wheels and 5-liter, #2 cylinder engine also dropped out of 3rd place after hitting a spinning Catera on the east wall in the early dawn hours of the second day, disappointing the Ferrari team and many of the fans.

Don Whittington changed his turbo-charger in lap 29 and then again in lap 140.

He told the press, "I don't think we can win, but I still think we can finish second if we don't have any more problems. We are gaining five seconds per lap but I can't believe the bad luck we have had. We broke a valve, then we broke a turbo, which hardly ever breaks. Then we broke another turbo. We were not pushing the car, it was just running fast enough to lead the race. We were running it easy but it just wouldn't hold together." The car was retired from the race at 7:58 with a

blown engine.

At the same time Volkert Merl Porsche Turbo No. 6 of Joest Racing, Germany, said after retiring, "I'm lucky to come out without anything further happening. I cut a tire and then the rear axle broke. I was high in the banking and spun down. I was lucky no one hit me. Just a bit of good luck with the bad."

Fifteen laps later the Pearson Camaro ran out of gas. Driver Terry Labonte said after much of his endurance had been tested, "I did jog a little but my leg began to hurt." He had run back to the pits for a "splash of gas" to restart the car.

On the way back Labonte had more problems "I almost got hit by a dog. Then one guy tried to fight me, because I wouldn't stop and talk to him. I guess it could have been worse. It could have happened in the middle of the night."

A little while later co-driver Pearson ran out of gas.



(Photo: G. Tarizzo)



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## Survey (Continued from Page 3)

## ANSWER:

Dave - "It really depends on the individual's personal characteristics. For pilots in particular the military offers experience, a key ingredient to success in the job market. Also the military helps keep a person's career goal in focus by in essence forcing him or her to stay with flying through the transitional phase from school to career, a sometimes difficult stage."

## ANSWER:

Jan - "Many pilots enter commutes/airline positions from the military. The military provides excellent pilot in command time."

QUESTION: Why are flying jobs so difficult to come by and, who gets them?

## ANSWER:

Larry - "It is a glamorous profession and there are a lot of pilots and this produces keen competition. The employers can afford to be picky. Who gets the job? The person who is qualified, persistent, has a high desire, can do the job, knows about the job and can communicate to the employer all that."

ANSWER: Jan - "The actual career pilot needs a thorough knowledge of the factors that are vital to the job market. Never solely rely on the forecasts, always have contingency plans. Biggest factor: a level-headed, knowledgeable approach to one's own career planning will aid in taking sensible logical steps in the search for pilot employment. Basic things to understand about the demand for pilots: pilot attrition, business cycles, changes in technology, mergers, changes in government regulations, changes in union contracts regarding maximum monthly flying hours, and the economy!"

## QUESTION:

How do Embury-Riddle graduates fare with other flight school graduates in the job market?

## ANSWER:

Larry - "There are schools that produce pilots as good as E-RAU. Graduates of schools such as E-RAU, Spartan and Sierra all have an advantage in the job market. A lot depends on the employer's experiences with individuals. One I faced base operation (FBO) in New York has hired 14 CFJ's right out of Riddle and moves them on to executive charter. Alumni have told me that an E-RAU degree does mean a lot on the corporate levels."

## QUESTION:

Are there business and management positions available in aviation for E-RAU graduates?

## ANSWER:

Larry - "Most definitely. By Rick Arndt, Avion Staff Reporter

Top E-RAU Administration met with S.G.A. President John Rourke last Friday to discuss the S.G.A. budget and ongoing projects. Provost Jack Fidel, Dean of Student Affairs, Bob Rockett and Chief E-RAU Accountant Rick Raffa listened as Rourke presented an overview of the S.G.A.

Fidel expressed his support as Rourke explained how his term has accomplished "more than any other SGA in the past." Dean Rockett agreed, but was concerned about the SGA's future after the March elections.

When Rockett asked what the annual SGA budget amounted to, Rourke suggested, "It is nearly \$200,000.00 per year." Rourke also explained how the budget is split up between the AVION, the PHOENIX (yearbook), Entertainment, and the SAC (Student Administrative Council).

Dean Rockett suggested that a paid business manager to handle this money may be

Plaza re-opens club

By Mark Robinson

Box 1106

The Plantation Club located in the Plaza Hotel opens February 7th. On a pre-opening glimpse of the club, the music, lights and sheer energy was nothing short of spectacular.

The Plantation's atmosphere must be seen!

The music moves you as soon as you step through the archway into the natural surroundings of wood, plants and running water. An ocean view is provided by large plate glass windows and the sky dome above the indoor bridge pro-

but it is sometimes a job selling the position. The supply and demand is such that the employers are not beating a path to our door. The graduate that does not plan and execute an effective job search BEFORE graduation can expect to be frustrated and feel college has been a waste. Do not expect it to be easy or to be able to step into exactly what you want right out of school. Plan ahead - your life (style) depends on it!"

ANSWER: Jan - Some positions available for business and management people are: Operations supervisor, finance trainee, customer service rep., assistant, operations agent, Man-

agement Program in Alaska, Operations agent, sales representative.

QUESTION: Should I stay in the major I like best, even though right now the opportunities there look grim?

## ANSWER:

Larry - "What are your priorities? I know of no degree area at Riddle that has a grim outlook. You've been talking to the wrong people if you think so. Talk to professionals that are where you want to be. How important is job satisfaction to you? Are you willing to work to find a career you want? Know as many facts as you can before you switch."

## QUESTION:

What else besides flying do Aeronautical Science graduates do in the aviation industry?

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## MANY MORE!

QUESTION: Who hires Embury-Riddle graduates?

General Electric, Boeing Commercial Airplane Co., General Dynamics, Aero Quality, Dallas/Ft. Worth Airport, Avco/Lycoming, Douglas Aircraft Co., McDonnell Douglas, Executive Jet Aviation, Texas Instruments, Heliflight System, Connecticut Soaring, N.W. Orient, Delta, Lockheed, Military and More!

## QUESTION:

What all can Business Administration and Management graduates do?

ANSWER: Jan: Technical Writer, Customer Service Rep., Sales representative, operations representative, operations agent, operations supervisor, assistant engineer - technical data, assistant engineer - product support planning, Product support - logistics engineer, admin. Assoc., engineer-

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